

TOWNSEND LOCATED

Wide Range of His
Divisional
Duty.

HAS AT LEAST
500 ISLANDS

W. H. Hilt's Good Berth—Account
of the Trip of the
Teachers.

(Special Correspondence.)

EDITOR ADVERTISER: It is now seven weeks since we joined the memorable expedition on board the "Thomas," and we are just now finding time to get our bearings. The first two weeks were taken up largely in wondering. Of course we did our share of wondering what we were going into. Then we wondered why others of the expedition ever joined it. What did the bright young girl fresh from college and delighting in dress and in society expect to find in the Philippines? What hope had the widow, with children to support, for a suitable home in the distant isles? And so we went on wondering. Some young men, and women too, said they were seeking "new experiences," and they were open for congratulations, almost from the first, on the rapidity with which they attained their ends. Others laid plans to exploit the country, and tried to organize a land company on board the "Thomas." Happily this scheme was laughed out of existence the same day it was launched.

So the days went on during the voyage. Many interests and many pleasures were mingled with a few real hardships. The kind words said by the "Advertiser" for the present writer served to give him a standing with the teachers such that he was called upon to address those interested to hear him, and he accepted the invitation, thinking a dozen or two would turn out. But it was not so. No deck on the "Thomas" was large enough to hold those who were anxious for light on their new undertakings and who hoped to catch some gleam from Hawaii. Another address a few days later was met in a similarly flattering way. Mr. Hilt was similarly honored a few days later, and others from time to time addressed interested audiences on educational topics.

On crossing "the line" old Neptune came aboard and, despite the fact that each of us had already given him a day out of our lives on this occasion, demanded tribute and pronounced penalties which were summarily inflicted, all in good old nautical style.

The "Thomas" passed far to the northward of Guam, but eager eyes peering through the darkness caught a faint outline of one of the Ladrões, the only land sighted between Hawaii and the Philippines. Two days later a stiff gale, a dashing sea and a fluctuating barometer told us of the proximity of a typhoon, and we prepared for a struggle; but our preparations were in vain, for the storm center was far north of us. Yet winds, and clouds, and rain continued till land was again in sight. As the clouds cleared away, toward the middle of the day, showing the island of Samar, all were delighted with its inexpressible beauty. Almost at the same time we gazed upon the green shores and slops and peaks of beautiful southern Luzon, "where every prospect pleases, and only man is vile." As we looked in rapt admiration, little did we think that one of our party, Mr. W. H. Hilt, of Honolulu, would be called upon to preside over the educational interests of this land of beauty. Yet this is what Fate had in store.

Two days later we entered Manila Bay, sailed past the historic scene of the battle at Cavite, and anchored off the city of Manila. The typhoon flags were still flying, and the southwest monsoon had stirred up such a sea that we had little communication with the shore that day. A launch, however, came alongside and three men came aboard. One of these, a pale, haggard, tall young man, with drawn face and trembling hand greeted us. It was General Superintendent Fred W. Atkinson, the athletic young man who passed through Honolulu a year ago. I was shocked and almost regretted having dared a climate which could work such havoc with such a physique. The next day I learned that he had been suffering with sea-sickness, and the laugh was on me, for I had unconsciously shown my anxiety about his health. After the laugh was over, however, the fact remained that he had lost sixty pounds in weight in a little more than one year.

On the Hamakua coast in rough weather there are worse landings than

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RAPID TRANSIT EXTENSION INTO MANOA VALLEY OPENED WITH AN EXCURSION OF THOSE INTERESTED



OLD NICK---They say Czolgosz won't give up anarchy. That's good. He'll find plenty of it here.

YALE HAWAIIAN CLUB OFFICERS

Maurice Damon Was a Member of
Chorus Which Rendered the
Anniversary Ode.

The Hawaiian Club, of Yale University is maintaining a reputation as one of its social organizations. Its members are all Island boys, and yet further, all Punahou boys. The following clipping is from one of the college publications:

"At a meeting of the Hawaiian Club the following officers were elected: President, William Benjamin Godfrey, 1902; vice president, Robert Elias Bond, 1903; treasurer, Maurice Sherman Damon, 1904; secretary, Henry Pratt Judd, P. G.; Kahuna Hula Kul, Chas. Frederic Alexander, 1903S." Maurice Damon was recently a member of the select chorus, to render the Greek ode written by Professor Goodell of Yale for the bicentennial anniversary, and set to music by Professor Parker, director of the Yale music school. Young Damon successfully passed the required examination in music reading and voice. The ode was to have been given in the Hyperion Theater of New Haven before 2,000 of Yale alumni.

Hundreds of bolomen attacked a small American detachment on Samar killing ten men and wounding six. The insurgents were routed with heavy losses when American reinforcements arrived.

E. E. HARTMAN HOME FROM JAVA

E. E. Hartman, consulting sugar chemist at Hilo, returned to Hawaii yesterday on the steamship Hongkong Maru, from a six months' absence spent mostly in the island of Java. He went there to investigate the production of sugar, and comes back with some interesting data. He has also brought seed which will be experimented with in these islands. He is registered at the Hawaiian Hotel. Mr. Hartman is of the opinion that the Dutch rule in Java, while decidedly opposed to the methods of American rule, is of a character to obtain the best results from the 2,000,000 of inhabitants. It is land of few beggars, and the natural born thriftiness of the Dutch race has been instilled into the Javanese and the many mixtures of people, so that every able bodied man is made to work. If only to keep his rice patch in condition to supply his needs. The government of the Dutch in Java is carried on by a governor, who has unusual powers, but as the inhabitants are tractable and submissive, the relaxations of the governing and governed are cordial. One of the laws of the country is that every man must do some kind of work, otherwise he is fined, and this generally causes them to keep busy.

Mr. Hartman says that Java is covered with a network of railroads, and the highest cultivation of products is attained, both in uplands and lowlands. Almost all the available land is utilized for cultivation, the most of it being used for the raising of sugar. Java puts out

about 90,000 tons of sugar per annum, and Batavia is therefore quite an important shipping point. The sugar finds a market in Australia, Hongkong and America, and under present conditions has to be sold in open market which materially reduces the profits. Mr. Hartman figures that Java planters get less than two cents, while the Hawaiian planters realize more than four.

There is no trouble in Java about procuring laborers. The country teems with good field workers, and they are very submissive to the planters. They work for about ten cents a day, and supply their own food. If it was not for this fact the profits of sugar raising would be very low indeed. There are the two distinct seasons of rain and dry. During the latter the cane is raised entirely by irrigation, the water being from running streams. There is an abundant supply of water, and the planters never have any fear for their crops from this source. The cane matures in one year, and affords on the average good crops. The cane is of the second generation class.

The people of the islands are of a mixed class, Malays and Sundanese in the east, Javanese in the center, and Madurians in the far east. They are all a happy, satisfied lot, work very steadily, and the Dutch, although maintaining a large number of troops there, seldom have any difficulty with them.

The machinery used on the plantations is of an old type, and is of Dutch patenting. Particular care is bestowed upon all the work done around the plantations, the scientific and being looked after on each plantation by at least two chemists and oftentimes four.

PLANS FOR MANOA ROAD RESORT

Efforts Being Made to Secure a
Building for Use as a
Restaurant.

Strenuous efforts are being made to secure a site for a saloon in Manoa Valley near the Rapid Transit line of road. Proposals have been made to owners of property in the district about the top of the hill on the main road for the lease of suitable rooms, the rentals offered being out of proportion to what has heretofore been the supposed value of Valley homes.

One enterprising caterer made a proposal to the Island Realty Company to take a long lease upon the Cooper mansion, with the idea of running a road house upon the most approved plans. He could not get the property, as it is under long lease to Mr. E. Tenney Peck, so he turned his attention to other residences in the valley, and may even yet find something which will do for his purpose.

The plan is said to be to secure a building which would serve for a series of supper rooms, as well as a general dining room, where there could be given evening dances. Should this be done, application will be made for a license for a saloon, and the house will be run as are the same kind of institutions in the States.

Line Now Running
Through to
Puupueo.

College Hills Cars Are
Put on Schedule
Time.

Many Persons Make Trip Over
New Road and Enjoy Views.
History of Manoa.

THE Manoa Valley extension of the Rapid Transit company's line was formally opened for traffic yesterday afternoon, and all evening there were trolley parties enjoying the ride into the cooler airs and moonlight vistas of the College Hills and Puupueo slopes. The first car through over the line was one which contained one of the most representative and at the same time jolly parties which has as yet inspected the new lines of the company.

The excursion was given by the management of the line, in honor of the trustees of the College and the directors of the Island Realty company and those who appeared at the power house of the line at the appointed hour filled to its utmost capacity one of the largest cars of the road. Before the starting of the excursion several of the invited guests who had never before seen the workings of the power machines went through the engine rooms, while to others there was an interesting exhibition of the workings of the patent safety tender, which is used on all the cars which run upon the lines of the company.

When the car chosen for the initial trip over the line was ready the party which boarded it was made up of the following: Mr. and Mrs. H. Waterhouse, Jr. and Mrs. W. J. Lowry, F. J. Lowry, Mr. and Mrs. A. B. Wood, Judge and Mrs. Galbraith, Mr. and Mrs. L. A. Thurston, Mr. and Mrs. P. J. Jones, Mr. and Mrs. Arthur Maxson, and Mr. and Mrs. J. H. Fisher, Mr. and Mrs. E. Tenney Peck, Mr. J. A. Goldman, Mr. and Mrs. C. D. Gilman, Mr. A. Gantley, Mr. and Mrs. Charles Atherton, Mr. and Mrs. C. G. Ballentine and the children, W. R. Castle, Jr., Electric Engineer J. A. Barkley, Chief Engineer and Mrs. Rohrer, Mrs. W. R. Castle, Dr. N. B. Emerson, Mrs. S. N. Castle, Mrs. Mabel Wing Castle, Mrs. C. C. Coleman, Miss Carrie Castle, and Mrs. A. W. Pearson, Mr. and Mrs. E. S. Gill.

The run to the end of the line was taken up at once. Out the road through Makiki the car was sent and then up the hill to the new additions to the city. The road had been smoothed down by the running and to those who had made only the trial of the opening day there was a most decided improvement. Once at the top of the hill the new line was taken up and from that point the trip was a revelation to the passengers. Down Kaunahana avenue the car ran past the new cottages which are to be features of the suburb. Then there was a swing as the car went makai to the head of Oahu street, the scenes of mountain and sea, cape being alternately brought to view. Down the length of Oahu street the car sped, revealing an undiscovered country to many who have passed by on the upper road many times. This street is an excellent one, with its great width and perfect pavement of macadam, and the excursionists were greatly impressed by it.

Arriving at the end of the road, 9,340 feet from the point where the line left the upper Manoa road, a surprise was awaiting the visitors. There had been sent out a collation which had been spread for the guests upon the lawn. An hour was spent in discussing the menu, which included all kinds of sandwiches, cakes and ices, with lemonade punch and sodas. The time was not all spent in eating either, for the great views were decidedly enjoyed by all those who were in the party, the end of the road being just below the Castle mansion, where the mountain spectacle is the most splendid. Several of the men visited the nearby building sites, and the general lay of the land was inspected by a majority of the party.

After an hour spent in seeing what was to be seen in the valley, the return trip was undertaken and the party car was sent on through to the other end of the line at Wylie street. There an addition was made to the party in the person of Dr. Herbert, who was brought down town.

As soon as the special party car had completed the trip over the Manoa extension, the regular service of the road

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